

## FAHP News, January 16, 2017

**The Tenth Decade:** A few of us have made it to our 10<sup>th</sup> decade -- whether this is good or not is unclear. As a member of that class, I know some things I didn't know before. This is not medical expertise, but those in that profession have not lived in their 10<sup>th</sup> decade.

I have learned that toes are shorter, ears are larger, nails grow faster, hair grows slower, joints are sorer, feet are colder, skin is thinner, and the mind grows duller. On this latter point, most of you have noticed that I write stories about the past, not the present or the future. Some of these writings are acceptable- at least you tell me so -- and some are pure trivia, which should evoke the question "Who Cares?" When I sit down each week to write "off the top of my head," I have little idea how it will turn out. These writings may come to an end before long, but in the meantime, thanks for your indulgence.

The approximate 600 weekly stories that started in February 2005 are tabulated in the following categories:

**BIOGRAPHIES:** Steam Car People, Trapshooters, Marshall-Shallcross Greater Family, and "Others."

**LOCAL HISTORY:** Auburn Heights Property, Special Events at Auburn Heights, Auburn Heights People and Their Adventures, Local Industry, Trapshooting at Yorklyn, Trapshooting in General (usually not at Yorklyn), New Cars Owned by the Marshalls, and "Other Local History."

**STEAM CAR ADVENTURES AND BREAKDOWNS:** Trips in Stanley Cars, Breakdowns and Problems with Cars, and Local Events with Antique Cars.

**TOM MARSHALL'S ADVENTURES (Not Otherwise Covered):** Odd Lifetime Adventures, and Stories Connected with World War II Service.

**OTHER HISTORY:** Americana, and "Other History Not Covered in Any Other Category."

The sub-categories have from 11 to 86 stories in each. So, where is the story this week? It didn't develop, so please wait until January 23.

*Editor's Note: As a hint of things to come, I have begun compiling select stories from among this vibrant inventory for a book that we expect to produce and sell as a fundraiser for FAHP later this year. Stay tuned!*

**Work Report:** On Tuesday, January 10, 16 volunteers attended, of whom seven were at the monthly Events Committee meeting. They were Mark Bodenshtab (in charge), John Bacino, Steve Bryce, Mike Ciosek, Anne Cleary, Rose Ann Hoover, Bob Jordan, Jerry Lucas, Brent

McDougall, Jerry Novak, John Schubel, Art Sybell, Mac Taylor, Larry Tennity, Jay Williams, and Ron Yabroff.

On the '37 Packard, a new gasket was fabricated and installed in the filler cap for the fuel tank. The front toe boards and the floor boards were installed, and paint was touched up. The Lionel electric train crew gave the layout a thorough going-over. In the basement of the shop, the AVRR crew moved the power hack saw (it has not been hooked up for some time) and installed a battery-powered headlight on Locomotive 402.

The left-rear wheel was removed from the Model H-5, and the tire and tube were removed for replacement. All is ready for the new tire to be mounted.

On Wednesday, January 11, three volunteers were on hand: Jerry Novak (in charge), Larry Tennity, and Tom Marshall. The entire time was consumed in attempting to mount the tire, with a new inner tube and flap, on the left rear wheel. Success was elusive, and the tube still leaked air.

On Thursday, January 12, eight volunteers answered the call: Tom Marshall (in charge), Bob Jordan, Geoff Fallows, Jim Personti, Steve Bryce, Larry Tennity, Dennis Tiley, and Mark Russell.

Bob Jordan worked alone on the Packard, installing the arm rests on the front doors, checking the vacuum system, and tightening ground wire connections. Steve Bryce, Jim Personti, Geoff Fallows and Mark Russell worked on the Model 87, installing the burner and measuring the running boards for new linoleum. All the above plus Larry Tennity and Tom Marshall worked on the tire installation debacle on the Rauch & Lang, and they tried various scenarios, none of which resulted in getting the tire mounted. We'll get it next time!

Dennis Tiley finished his job of installing new hand railings on the steps between the shop and the engine house below, a much-needed safety feature.